

SPRING HILL VILLAGE  
REZONING AMENDMENT  
ZMA 2020-000\_\_\_\_

ZONING MAP AMENDMENT  
NARRATIVE



April 20, 2020

## **I. Project Narrative**

Spring Hill Village is a mixed-use development with a total of 12.63 acres located between Route 20 and Avon Street Extended. The project was rezoned in 2013 to a Neighborhood Model District, with proffers. The applicant is submitting a zoning map amendment to amend the proffers, as outlined below.

The original Spring Hill Village Application Plan contemplated a full access intersection at both Avon Street Extended (State Route 742) and Scottsville Road (State Route 20). The full access intersection at Avon Street Extended functions well with the overall traffic on this section of the roadway with the existing conditions of the road and the current speed limit. However, the full access intersection proposed at Route 20 requires significant road improvements for the intersection. Due to the volume of traffic and posted speed limit on the Route 20 roadway, a left turn lane is warranted for any volume of cars turning left into the development. The proposed turn lane improvements extend approximately 1,100 linear feet south along Route 20 from the full access intersection and approximately 800 linear feet north. While the turn lane improvements can be accommodated within the existing right-of-way, the improvements will have a substantial impact on the adjacent properties, especially the properties located to the south of the project.

During the design phase and build-out of the property, the applicant has reassessed the need for a full access intersection at Route 20. The expected left turns into the development along Route 20 from vehicles heading north is minimal, less than 5 cars a day. In addition, these vehicles have the option to turn left at Avon Street Extended and then turn right into the Spring Hill Village neighborhood. Eliminating the left turn on Route 20 would not prohibit these vehicles from safely entering the site from Avon Street Extended. However, removing the ability to turn left into the Spring Hill Village would eliminate a significant amount of roadwork along Route 20, and would drastically reduce the impacts of this development on the adjacent properties.

The attached updated application plan illustrates a proposed right turn in, right turn out, and left turn out at the intersection of Route 20, but eliminates the left turn into the development. Concrete and landscaped islands are proposed at the intersection to channelize the traffic movements and prevent a left turn in movement from Route 20.

Due to the complexity and impacts of a full intersection along Route 20, the original rezoning application and proffers had specific language in regards to the improvements. The applicant is processing a rezoning amendment to remove these improvements from the requirements of the rezoning and proffers, and proceed with the modified intersection design.

In addition to the turn lane improvements along Route 20, an eight feet wide concrete sidewalk was required along the frontage of the property. With the modifications to the intersection and reduction of the turn lane improvements along Route 20, the applicant is proposing an alternative design to the pedestrian connection, similar to other projects recently approved along the Route 20 corridor. In lieu of the concrete sidewalk along the roadway, the applicant is proposing to construct a pedestrian pathway through the linear park along the frontage of the property. This pathway would

move pedestrians further away from Route 20, creating a benefit to the safety of the pedestrian and creating an overall better walking experience.

## **II. Consistency with the Comprehensive Plan**

The property is located within the community mixed-use designation on the Comprehensive Plan and the existing zoning is Neighborhood Model District, which is consistent with the Comprehensive Plan. The proposed changes will not have any effect on the consistency of the project with the Comprehensive plan. The Comprehensive land use map is shown in Figure #1 and the Rezoning Map is shown in Figure 2 of the narrative.

## **III. Conformance with the Neighborhood Model District Principles**

Section 10 of the approved Spring Hill Village Code of Development summarizes the conformance of the project with the Neighborhood Model District Principles. The proposed changes with this rezoning amendment will not affect the consistency of the project with the Neighborhood Model Principles as listed within the approved Code of Development. These principles are also attached to this narrative.

## **IV. Impacts to Public Infrastructure and Environmental Features.**

The proposed amendment to the Spring Hill Village Rezoning plan and proffers will reduce the impacts to the public infrastructure and public facilities. The modification to the full access intersection at Route 20 will reduce the impacts and requirements along Route 20. In addition, the amendment will reduce the environmental impacts by eliminating some significant disturbances to the existing buffers along the Route 20 corridor for many of the adjacent properties.

**Figure 1: Comprehensive Plan**

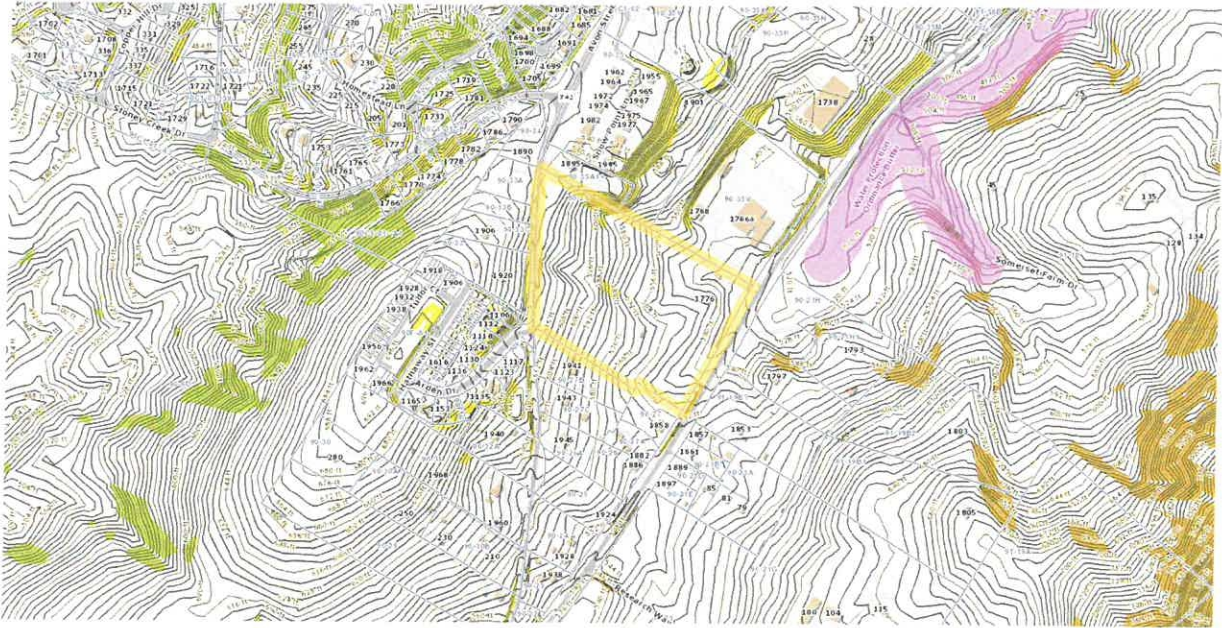


**Figure 1: Zoning Map**





**Figure 3: Resource Map**



**Figure 4: Context Map**



Route 20. It can be used for a variety of sports and an area to walk pets. Pocket Park #2 is designed to host a communal vegetable gardening and even a dwarf fruit tree orchard. A garden shed to house tools and a small covered shelter to provide shade are also proposed. Pocket Park #3 is an area adjacent to the main connector road and is a small eddy off of the road where one can sit and relax on a bench amongst trees, shrubs and flowers. Pocket Park #4 is across the street from #3 and is proposed to be set up as a shady retreat within a bosque of trees. Pocket Park #5 is located at the intersection of the connector road and Avon Street Extended. It is envisioned as a possible location for a school bus stop. As such it will provide an alcove with landscaping and seating where children can await the bus and parents can congregate as they wait for kids to be dropped off.

As the community develops and its demographics evolve the uses within these amenity areas may also evolve. It is the Applicant's intent that the central park be developed as described, but that the residents of Spring Hill Village have a say in how the pocket parks are used or further improved.

## **9. PUBLIC FACILITIES**

### **9.1 Water & Sewer**

Water shall be provided through a connection to the public water system located in or along Avon Street Extended. Sanitary sewer service will be extended to the subject site along Route 20 from its current terminus near the Kappa Sigma property. A conceptual layout of the water and sewer systems is shown on the drawings submitted.

### **9.2 Stormwater**

A preliminary layout of the storm sewerage system and stormwater management concept is shown on the drawings submitted.

### **9.3 Dedications**

Areas dedicated to the County for public use, other than streets dedicated by recorded subdivision plat, shall be conveyed to the County only in such manner and form approved by the County Attorney.

## **10. CONFORMANCE WITH NEIGHBORHOOD MODEL DISTRICT PRINCIPLES**

### **10.1 Pedestrian Orientation**

The subject site lies on the outskirts of the growth area designated as Neighborhood 4. This side of town has seen a great deal of new development and a number of projects are underway. The southernmost section of Neighborhood 4 has yet to mature to the point where it is a true "neighborhood." For that reason, and partially due to the challenging terrain, the community at large is not currently considered walkable. Noticeable gaps in infrastructure such as sidewalks are now being filled in by new development, and soon the entire neighborhood will be linked in such a way that the needs for pedestrian and bicycles will be fully met.

Spring Hill Village is proposing to do its part to fill in the gaps with regard to the pedestrian issue. Area along the frontage of Avon Street Extended will be set aside for the installation of such a connection already present in the corridor. The extension of this system will help integrate Spring Hill Village into the fabric of the evolving neighborhood.

Within Spring Hill Village itself, a simple, intuitive system of sidewalks connects the residential buildings to one another and directs residents toward the central community space, which includes a number of recreational and social opportunities. Furthermore, connections between the residential and possible commercial sections of Spring Hill Village are provided.

#### **10.2 Neighborhood-Friendly Streets and Paths**

Spring Hill Village is served by a formal system of public streets which connect all internal portions of the community together as well as connect Route 20 with Avon Street Extended. Roadside sidewalks flow throughout the community. On and off-street parking are provided.

An intensive street tree program will compliment the project by providing additional ambiance, welcome shade and serve as a visual foil between the roadways, pedestrians on the sidewalks, and the buildings.

#### **10.3 Interconnected Streets and Transportation Networks**

It was difficult due to the native topography of the site, but the plan calls for providing a vehicular connection through the property between Avon Street Extended and Route 20.

Opportunities do exist to provide interconnectivity to adjacent parcels. Some of these properties have been developed and others remain in single-family use. An opportunity to connect to the property(s) north of Spring Hill Village has been accommodated. The residents south of the proposed development have expressed a desire not to have such a connection.

#### **10.4 Parks and Open Space as Amenities**



2.83 acres have been set aside for internal community use. It will include improvements directed toward active, as well as passive recreational use, social gatherings and communal gardening.

### **10.5 Neighborhood Centers**

The “neighborhood center” for Spring Hill Village will be the park. Businesses that may choose to locate in Blocks A or B could be of a nature that they too would serve as gathering places within the community. In a broader context, this precinct is anchored by South Side Shopping Center located at the intersection of Avon Street Extended and Mill Creek Drive. A large grocery store and number of convenience-related businesses are located there. A bank, a convenience store with fuel service, and other commercial ventures compliment the food store and retail enterprises. A variety public services and facilities have been constructed. Included are a new high school, a fire/rescue station and a planned branch library. Additional business activity occurs in the Mill Creek community on the west side of Avon Street Extended. The residents of Spring Hill Village will find the existing neighborhood center convenient and a place where they will regularly patronize.

### **10.6 Buildings and Spaces of Human Scale**

Spring Hill Village is intended to be a quality, mixed-use community. Architecture, streetscape, and amenity spaces have been coordinated to create a comfortable and safe environment for residents and their guests.

Buildings fronting on Avon Street Extended will have three or more stories to provide an architectural façade to the community and to ensure that those traveling on the roadway do not consistently look down onto rooftops. The middle of the community may have structures of one or two-stories. Along the Route 20 frontage buildings may again increase in height in response to their intended use. From within the development buildings will appear to diminish in size due to the fact that they are terracing down the hillside. Due to the terrain falling steadily away views of Carter’s Mountain will be afforded from almost every vantage point.

### **10.7 Relegated Parking**

Most of the required parking for Spring Hill Village will occur on individual lots or in parking lots adjacent thereto. The remaining required parking will be provided on the public roadways. Blocks A, B and C are where most of the relegated parking is currently proposed.

### **10.8 Mixture of Uses and Use Types**

Spring Hill Village is proposed as a NMD with an opportunity for complementary non-residential uses to develop along the eastern and northern boundaries (Blocks A, B and C). The property enjoys ready access to the neighborhood shopping center, schools, public services, and Interstate 64. It is also an easy commute to downtown Charlottesville. Rather than compete



with this robust development, Spring Hill Village attempts to provide desirable housing in a convenient location while also filling a need for a business location on the south side of the City.

#### **10.9 Mixture of Housing Types and Affordability**

Spring Hill Village will offer single-family detached and attached home sites. Apartments may be included in Block B. Fifteen (15) percent of the residences will be designated as “affordable” according to Albemarle County’s definition of affordable rental housing.

#### **10.10 Redevelopment**

The property is not being redeveloped.

#### **10.11 Site Planning that Respects Terrain**

The terrain of the subject property is challenging. The layout of building blocks, travelways, and improvements in Spring Hill Village responds to the topography of the site, which will result in a pleasing and well-organized community. Although considerable grading will take place, the lay of the land within the project will still reflect the original topography of the site.

#### **10.12 Clear Boundaries with the Rural Areas**

To the west and north Spring Hill Village is bordered by commercial and industrial development. To the east lies Route 20 which represents a clear boundary between the eastern limits of Neighborhood 4 and the farmland designated as Rural Areas. Immediately south lie several other single-family homes beyond which the character of the corridor changes over to a rural setting and this also represents the southern limits of Neighborhood 4.